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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

1. The Hungarian State Railroads (MÁV) Directorate has notified the station personnel of Nyíregyháza in a routine order that it will be held responsible for all trains running late to the Soviet-Hungarian border station of Záhony.
2. Representatives of the Prosecutors Department of MÁV together with experts studied the traffic problems at the Nyíregyháza marshaling yards from 6-16 December 1953 in order to speed up the transportation of perishable goods and goods for export.
3. A large accumulation of slate and clay in the coal dumps of the marshaling yards of Budapest is causing MÁV authorities grave concern. It is estimated that there are approximately 1800-2000 railroad carloads of such material in the Budapest area, while at Püspökladány there is an estimated 150 carloads, at Szolnok 60-80 carloads and at Cegléd 100-150 carloads. Due to the lack of railroad cars and locomotives, this unusable material continues to accumulate.
4. In February 1954 the Ministry of Mail and Communications ordered a 5 percent reduction in the personnel of MÁV. This was to be carried out by 31 March 1954. On 30 January 1953 according to the Hungarian Economic Research Institute, the personnel of the State Railroads numbered 117,603. At a recent conference of the Ministry of Mail and Communications a further 5 percent reduction was decided upon.
5. Lajos Bebrics, Minister of Mail and Communications has issued an order which states that no mail cars will be attached to passenger trains, and until further notice they will be attached only to freight trains. The only exceptions to this order are the international passenger trains. This regulation was issued in order to speed up the passenger service, but it caused a crisis

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- 2 -

in the already overloaded internal postal traffic. As freight trains do not run to schedule, mail cars quite often have to wait for days before the traffic control of the marshaling yards can find a train to haul them.

6. In order to save strategic material, the MAVAG directorate has ordered that when a locomotive is in for repairs the fire box (Tüster) which is made of copper will be exchanged for iron. They have already changed the fire boxes on 80 locomotives. A further order in the interest of saving is the reduction of the quantity of white metal used for bearings. In the future three bearings will be made from the amount previously required to manufacture two.



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